PRICE ONE CENT.

# HORROR

# Terrible Disaster in the Fourth Avenue Tunnel.

Six Lives Lost and a Car on Fire.

# **Human Beings Roasted** to Death in View of Spectators.

The Deadly Car Stove Swelled the Catastrophe.

One of the Most Startling Accidents that New York Has Ever Seen.

### A New Mayon Local Telescopes a Train of Seven Cars.

the tunnel of the New York Central and the

the carred and mutilated that recognition was impossible. As fast as recovered the dead had buried itself for fully tan fact, was already se were taken to the Rast Eighty-eighth on are.

Attabust Muliane, fourteen years old of 947 Best Sixty-second street.

John Hancko, of 849 West Fifty-ninth treet, car cleaner; hurt about head and left sot and ankle scalded. Taken to Presbyteman

Woman, car cleaner, about thirty years old ribly charred all over the face and body; plain gold ring on third finger of left hand. supposed to be Mrs. Neille Supple. of 58

Unknown Man, body almost literally angled to pieces and burned,

hort, thick-set, with black cost, dark-bro sants. Face and neck burned to crup and

Unknown Mus, clad in overalls and jumper; crushed, mangled and burned. 🚍

Daniel L. Culbert, 107 East Forty-fourt street, colored cook, injured internally while dining-room car. Taken to Presbyterian

Matthew Lynn, 445 West Fifty-sixth street rakeman, scalp wounds and snock; taken

William D. Brown, 1500 Park avenue

Woman, Unknown lacerated about hea and body. Taken to Grand Central depot. John Scoffold, fremen, New York Fire Department, of truck No. 16, was overcome

by smoke and taken to his home. Louis Fowler, engineer of New Haven loca slightly injured by jumping from engine Taken to Grand Central Depot.

### THE DISASTER.

How the Accident Occurred Which Caused Such Awful Scenes. train, north bound, approached the station at

A mist filed the tunnel and the lights had the engine and could not be seen by the partially failed because of the storm of snow and hall which had lasted all morning. A train of sleeping cars was shead on the

ame track as the New Haven train. This was run into by the New Haven loc hich was going at a high rate of speed.

The crash was terrific, and both trains, gines and cars, were completely telescoped and

The cars of the forward train cought fire

When the police, doctors and firemen reached he scene they found approach difficult by reason of the complete wreck of the cars, combined with the smoke, flames and the parrow limits of the tunnel.



copie added to the terror of the scene. The engineer of the New Haven train, it w

killed, but he afterwards turned up wounds which were not dangerous. At 8.45 the body of a woman, burn

orisp, was brought to the surface.

Ble was one of the our cloaners

At 9 o'clock it was believed that ten dead dying were still under the wreck. Officials of the New York and New Have tailroad gave the following statement:

The doomed train was a " shop train, " com posed of seven Boston and Albany cars, bound for the yard at Mott Haven, which left the Grand Central station at T.A. M. The collision occurred near Righty-sixth

street, in the Pourth avenue tunnel. It was with another train going on the same track, and the first train ran into it from

It was not then known how many passenger were killed, as other passengers were still upposed to be buried in the wreck.

The smash-up was so complete that the doc tors consider it scarcely within the bounds of possibility that any could come out of it with chances of life.

The wreck blocked all trame for

was one long to be remembered. The news of the catastrophe

like wildfire and squads of police and Fireman Chas. Wellington, both of New detailed to maintain order had all they could to to keep back the eager growd. Men and women tried to reach the door

for the names of those who had been re

or whose fate was known.

Conductor Hutchings, of the New Haven local, Mr. Prederick Motser, collector for the Marvin Sale Company, and a brakeman ran forward. The sleeper, in which the engine of the local

From one of the windows of the burning car rotruded the head and shoulders of a man. The pilot of the engine pinned his legs and body to tae timbers of the wreet.

Smoke and fire were around him. The agony in his face was terrible.

ries were heartrending. "For God's sake kill me," he screame 'Help me, I am burning alive."

Then from within the car came eries an creams of agony. The three men took the burning man by th

shoulders and tried to drag him from his awful The fire grew space. The top of the car was

ablaze. The lead roof melted, and the molten metal fell upon the would-be resours. Still they continued in their efforts to save the foomed man. Then a down train reshed them. The train was pulled back into the had been fatally injured. through the side tunnel, and clouds of black Grand Central Depot and landed there in smoke, caused by the draught, enveloped the safety. burning car. The three men caught a gimpse of an agonized face and imploring arms, and

then smoke and sparks hid everything. When the firemen arrived with their hose the smoke had cleared a little and the man in his legs burned off, was lying under the wreck backed down to the Grand Central station yard the car window was still alive, but seem directed on him. After the fiames about

bim had been quencted the firemen tried to pull him from the wreck. They could not ncceed, and he was not taken out until the imbers had been chopped away. He pre- him by main force from the wreck. sented a horrible spectacle. His hair and peard were burnt off and his limbs and body

below his shoulders were frightfully charred. At 10 o'clock it was reported that are people had been taken out, three dead and two is

but otherwise uninjured, and Engineer Bulley

at the time,

and five men on the engine escaped even being cratched by jumping."

comrades

TAKING OUT THE BODIES.

The Scene as Witnessed Boon After the Catastrophs. An Evertuo Would reporter who was

first to arrive found a scene that beggared defrom a stove, and the fiames rose high above and Eighty-fifth streets, and through the one the main tennel. at Eighty-fourth street the reporter descended

> nto the dark tunnel by means of a ladder. Immediately before him, almost directly inder Eighty-fourth street, lay a herrible mass of wreckage with hardly any semblance of form or shape, in which the police and firemen were busily searching for the bodies of vio

were completely masked together into one on the western track, while parts of the wreckage himself was overpowered by the thick smoke lay across the eastern track.

: Car 39 was the last on the doomed train, and The force of the collision had immed it com pletely through our 178, just sheed of it, and nothing was left of the latter except charred splinters and a tangled mass of wheels and

tround, and here and there were please of the cleaner. deadly car-stoves, which set fire to the wreak and added to the horror of the calamity.

About of our 178 was dining our \$17, the rea nd of which was smashed to kindling wood, Daniel Cuthbert, the colored cook, was in this car when be was injured. The other cars in the doomed train were

sepers #18 and #19, smoker \$18. These were ot damaged. Neither was New York Central Engine 836, which drew the first train. Policeman Hanlon, of the East Eighty-eight street station, who was one of the first to arnve at the scene, said to an Evenine World

"At I c'clock this morning the 'shor containing Boston and Albany cars pulle out of the Grand Central depot for the Mot Haven yard, where the cars were to be over



" The rear car, day couch 39, was filled with learn the exact number until the search for

dead bodies has been completed. "At 7.01 also the regular New Haven loca pulled out of the depot, almost immediately after the 'shop train.' It was in charge o Conductor George Hutchings, of this city and drawn by Engine 107 of the How Haver and Hartford road, Engineer Louis Fowler

"At Eighty, fourth street, the "shop train was signalled to stop at the Enghty-sixth stree the underground railroad depot, which is underground station and in obedience to the

stop or not we can't tell, but in any even the second train crushed into the rear of the first and that is what caused the socident. "At this hour, 10 o'clock, we have takes

out seven dead bodies, and there are probably more to follow." Roundsman Brown, who was placed in charge of the squad of police from Capt. Car er's Eighty-eighth street station, said: "I was on Lexington avenue when Offic Carson, who had this post, yelled to me, and I

asstaned here with as many men as I could ". The smoke and fames were then pouring out of the hole at Eighty-fourth etreet as high as a house, and at first we thought it was som

big apartment-houses in the neighborhood. "The sight was horrible, the more so be-

cause we could hear the hissing steam and the extent. cries of the wounded and dying, and then we knew that a collision must have taken place in the tunnel.

" We sent out two fire and ambuiance alarm at once and the boys got here very promptly, but it was almost like diving into a fler furnace to go down into the tunnel.

" After pouring two or three streams int the tunnel, the flames subsided so that the the flames were quickly extinguished and the work of taking out the bodies begun. 'None of the passengers on the local wer

njured, but there was quite a panic among though he had heard that one car cleaner

were taken out were also taken back to the depot so that they could have immediate medi cal attendance. "John Hancke, a car-cleaner, who had both

with his head and shoulders visible. The poor fellow must have suffered herribly, but he " Go for the others, boys, and leave m

"The boys didn't leave him, though, an the fireman of the New Haven local pulled

"One of the most peculiar features of the sollision and strangely fortunate, too, was the part played by switch engine & which was rapidly approaching the Grand Central depo-

"The Engine was on the Eastern traci right opposite the point of contact of both "The switcher was thrown from the trace

mediate religious service of any hind was a Protestant, John Haucke, the injured car-

At 10 o'clock Coroner Lavy arrived at the

At 10, 20 the embulances were all dism

During the search for the bodies, traffic wi

were run on the local tracks on either side of

Fireman John Scoffeld, of Truck 16, who

was overcome by the smoke, was one of the

He was formerly an expressman, and know

ing the construction of the New Haven and

Hartford cars perfectly, rushed right into the

thickest of the smoke in his effort to save he

and had to be taken from the tunnel by his

Rov. Father Walker, S. J., of St. Lawrence's

Church, just opecate the scape of the collision

went down the tunnel as soon as he heard o

opped on both through tracks, and all trains

time remained in the wreck.

first to enter the blazing tunnel.

search, which failed to show any signs of body. A stream of water, however, was kept

scarching for bodies in the telescoped cars,

flowing on the debria. C. H. Platt, General Manager of the Harlet line, and D. B. McCoy, Superintensent of the New York Central Road, visited the scene of the socident and a large force of men were

put to work removing the debris. A wrecking train was also sent for and th vork of conveying the wrecked care to Spuytes Dayvil was commenced. The last vestige of the wreek was carried away from the soons of the aw ul catastrophe at 1.80.

After the bodies of the dead had been re moved to the East Eighty-eighth street station undreds of people called there to see if the could recognize any of them.

Among the callers was a boy of sixteen, wh said he thought the body of the woman who hie was not sure of the identification and

Coroner Levy later ordered all the bed removed to the Morgue and the tide of seek

eft, saying that he would bring his father, who

John Haucks, the young seventeen-year-old car-cleaner, whose legs were crushed and burned, and who was taken to the Presbyterian Rospital, died there at 1. 18 P. W.

The body of Michael Mullane was identified late this afternoon, at the Morgue, by his prother Daniel, who is a locomotive engineon the New York Central. The lad, he said, was going to the Mott Haven shops to carry reakfast to another brother.

Michael had habitually gone up the ros never before taken this train.

### MANAGER TOUCEY'S STATEMENT.

Haven Road's Deadly Car Stoves.

At the office of Supt. O. M. Shephard, of the New York. New Haven and Hartford Railroad in the Grand Central Station, the Chief Clerk said, to an Eventus World reporter, that reports had been received from the engineer, freman an conductor of the New Haven local No. 10 which left the depot at 7, 0% o'clock this morn

Fowler and Conductor George Hutchin The freman's name is Goodale.

They left the scene of the socident soon after it occurred and reported at the Superincount of the disaster nor information as to it

The first report received at the office was t the effect that Engineer Powier's mangled body lay under his engine, but his appearant

in person contradicted that story. The engineer and fireman had sustained be a few slight injuries.

The train which was run into, he said, was shop " train, consisting of New York Central and New Baven empty coaches, being draws remen could get down to the wreck and by a yard engine to the Mott Haven yard for storage.

> fire but did not know how many were killed, A later report received by him was to the

> effect that six employees in the "shop" train were dead. The only injury which the New Haven train sustained was a separation of the locomotive proper from its tender.

and the passengers sent out on train No. 5. which left at 8 o'clock. This is an express train, but it was an ac

ommodation local to New Haven. It was blocked. General Manager J. M. Toucey, of the New York Central Hallroad, gave a more de-

He said that the "shop" train had stopped in the tunnel for some unaccountable resson, and the engineer of the New Haven train must have disregarded the block signal, which to always dirplayed on such an occasion.

The New Haven locomotive crashed into the

rear car of the "shop" train, and the empty Seventy-second street was clear. cars were piled in a jumbled mass on both

A light New York Central engine was coming south on the main down track at the time of haverung. This bell is an extra precaution the accident, and that crashed into the over-

scene of the collision and directed that all the turned cars, increasing the horror. The deadly car stove again got in its w and it must have been on a New Haven car. as it was evident that there were no more infor that road is the only one which has disrejured to be cared for, and that only dead vicgarded the law which prevents the heating of

NEW YORK, FRIDAY, FEBRUARY 20, 1891.

The overturned stove set fire to the car confiagration was the result, and the employees who were imprisoned in the care were subjected to the added and greater danger o

Mr. Toucey sent Supt. McCoy, of the Hudson River Division, and Supt. Platt, who has charge of the yard and tracks in the city for the Grand Central Station Association, to the scene a At 10.30 o'clock he had received a report t

the effect that the bodies of eight employees,

"If the signal was received the bell should

The number of people in the shop train not known. light or by car stoves.

"The signal man at Righty-cirth street, at which point the Seventy-second street home signal and distant signal are looked had not unlocked the Seventy-second street stens) for the New Haven train when the

allision occurred. "The operator at Seventy-second street ha not cleared either the home or distant signs at Seventy-second street and is substantiated it these statements by the trackwalker, who was in the Feventy-second street cut when the

"The track walker made an examination the Seventy-second street home signal and found it to be at danger and lamp burning



moved from the barning wreck How many more were imprisoned in the he could not say, nor had he learned the

sames of any of the victims. would be no delay of traffic, because all trains would be run in and out of the stations o schedule time through the side tunnels, which

Hearing that the fremen were complaining that their work of extinguishing the flames in the tunnel was being hindered by reason of the constant running of trains, he said that there was no doubt of that.

The accident occurred in the rock out, wher the openings into the tunnel are few and the facilities for getting fire-hose into the tunne without crossing the side tracks where trains are running are fewer still. General Manager Toucey at 11. 30 received

the following official report from Supt. Me-Coy, who was at the scene of the wreck: "Two rear cars of the shop train were tele scoped by the New Haven local, The last coach of the shop train was occupied by on

cleaners and car repairers on their way to the Mott Haven yard, where they were to go on "Pive men were killed instantly and one "The shop train was moving slowly, about

five miles an hour, when the New Haven train ran into it. "The New Haven train was thought to b maning at the rate of thirty miles an hour." Supt. McCoy reported that the teles cars were New Haven coaches and had caught

fire from the stoves which they carry, The bodies of the dead employees

The light switch engine which collided wit he wreck coming south suffered no injury, and

General Manager Toncey said that the ex planation of Engineer Powler, of the New Haven train, as to the cause of the seciden was that the danger signal which was fire displayed was changed to a white one after be got into the danger block, and he thought the ever, not knowing what had happened.

The block-signal system is in operat

the tunnel. By this system, when a red signal is dis played at the signal man's cabin, a green danger light to shown 1,000 feet further down the track to warn approaching engineers and giving them a sufficient space in which to stop

their trains. Mr. Toucey says that Engineer Fowler ac nits naving seen the green light, and acting on its warning; but be said that after be pass the green light the red light at the signal station was changed to white, and he proceeded thinking the danges was removed.

### VICE-PRES. WEBB'S STATEMENT.

He Disclaims Responsibility for the

Central and Harlem Roads. The following satatement was made at 1. 3 this afternoon by Third Vice-President E Walter Webt, of the New York Central:

"The accident happened on what is known the Harlem line, which is operated and man aged by an organization known as "Grand Central Station." It includes all tracks between Forty-second street and Mott Haven "The management of this line is entirely sep

arate and distinct from that of the New York Central, the Harlem or the New Haven roads There is a general manager of the line elegeneral manager has entire control of the peration of the line between the points name passing between these points.

Mr. Charles H. Platt, the General Manager 'The engineer and freman of the New wful plight, but just at that moment an in

" 'The conductor of the New Haven train

lever was blocked.

brightly.

"The track foreman said he saw the Beventy second street district signal at canger when

"The foreman was right by the signal. I have examined the entire mechanical and electrical system of signals and find every hing in fret-class order. "The operator at Heventymediately notified Righty-sixth street that the

New Mayon train had passed his signal at dan " The signals are interlocked, and it possible to clear the Heventy-second

SAW A MAN BURNED ALIVE. A Story of Horror, Told by a Par

senger on the Outward Train. Mr. Frederick Motser, of Brooklyn, who is collector for the Marvin Sale Company, was passenger on the 7.01 train outward from the

local. There were seven other passengers is that car, including one lady. The train con prised three coaches and a baggage car.

"'Our train was on the west track of the cen ire tunnel. Aboad of us, on the same track, was a train of alconers and other cars, cither standing still or being backed. Its locomotiv was a switch or yard engine, coupled to the inward end of the train, with its tender towar

such force that it was careened over on "The next car was a sleeper, and our losome tive ploughed through the wreck and struck if full on end. It creeked through the platform

"Our engine struck the switch engine wit

and at least eight or ten feet into the sleepe It did not lift it from the rails, nor was on eagine or any of the cars in our train derailed "The shock was terrific. Passengers were thrown headlong over the seats and into the passageways, but fortunately no one was seri ously hurt. All were terribly frightened, how

"The conductor gained his presence nind at once and advised every one to retai another train was coming up in our real and everybody hustled out on the track in the dark tunnel. There did not seem to be any train in sight, however. "With the conductor of our train and

brakeman I ran up the track to see what was the matter. Then I beheld a sight, the sicken long as I live. "When the engine of our train had tele scoped the sleeping car, the smoke stack had been broken and bent over towards the car.

the timbers of the car, and it was in a blaze when we got to it. "I do not know how many people were in the doomed sleeper, but there must have been several. I learned that they were employee of the road, and that most of them, if not al

were probably asleep at the time.

"As we reached the side of the car we say man's head hanging out of a window. Only his head and shoulders were visible. He .ppeared to be a man about thirty-two years old. and had dark hair. "He was shrivking with agony, and we

ould see that the engine front had pinned him p against the timbers of the car. ... For God's sake, kill me! I am burnte, slive! Help me! For God's sake, kill me!" "The despair and agony depicted on the

man's face and apparent in his voice made an shall never forget it. "We sprang at once to release him from his

## At 8 to I Defeated Woodcutter in an Easy Manner.

FOG OBSCURED THE RACING.

Blitter II., Humdrum and Hawkstone, All Favorites, Won.

GUTTENBURG RACE TRACE, Feb. 20. -The reather to-day was beautiful for racing. Gen-te rain couled the fevered brows of the feverish speculators, and once in a while the beautiful snowfakes varied the monotony of he thing by fluttering softly to the earth.

There was not a large crowd present, for nany who expected a postponement remains

active one, and it was further marred by

other day. Chilhowis was a good second first appearance here, was third choice. Only the start and finish could be seen, as a tion that on the day that the Somer dense fog set in. Gillter won by a head from laid up against Sunday, the aged gale uibbler, who was two lengths before Facial B.

Humdrum was a red-hot favorite for the second race and the falent player as though t was all over. Jeter Watten told his friends to play his filly Katrina, and they do! as with that the form of the was a strong second caoles. Walled the support of the wasterners did not lack the support of the wasterners. Clara Porter did not lean any superiors.

Humdrum won easily from Katrina, who beat Schoolboy just as easily.

There were two good trings in the third and they were played to the azcituation of the others. They were Twilight out and flawkstone, Both reigned about even favortities at the close, and against the others almost any price could be had. Hawkstone won easily from his fellow favorite; Ill Spent was third.



Quintier jumped away in front with Facial, Glatter II. and Rattler next. Qui toler led the turn, where he gave war to fattler, who sappeared in a dense fog, followed by Quioer, Glitter II., Facial R. and Bootjack.

ing could be seen of this race but the Humarum won easily by two lengths Kasrins, who beat Soncolog three There was no intent to ruin McDer

THIRD BACK

Mile and a sixteenth; selling. White Jockeys Str 109 Typior 99 H. Anderson 101 H. Penry 98 J. Berrett 102 Jones 93 Van Keuren The fog litted just before this race and a good lew was presented.

Fernwood jumped away in front and made he runting around the turn, with Guarantee, ceberg and John Jav S. next.

Fernwood held his lead until well down the Sparks therefrom had almost instantly ignited

pack stretch where Guarantee took no the rap-ning and led into the stretch with Fernwood. Eminence and John Jay Shext. They dushed in that order, Guarantee win-ling by a half-length from Fernwood, who best Eminence four league. Time—1.57%. Seven furlougs; for beaten horses. | Startorn White Jocksyn Straight Face | Mi-ton | 124 Grunn | 11 5 | Catherine | 12 | Grunn | 12 | Grunn | 12 | Grunn | 13 | Grunn | 13 | Grunn | 14 | Grunn | 15 Won by Milton, Catherine B. second, Harr, reland third, Time-1, 86%.

DUNDEE RACES POSTPONED.

ublic opinion, expressed against the propriet panagement decided to postpone the races an

nounced for to-day.

The track yesterday was in capital shape and as dry as a bone. It would have been perfectly as e to-day but for fog and sleet, daingerous aske to horses and lockers.

Several of the b-tter class of norses had been entered, and a good day's sport was expected with sine westber.

Superfutendent of the Track Demarcat has all the snow removed from the track, and Manager Stillwell announces that, with fair weather to-morrow, the programme for to-day will be decided.

"Y. & s." stick Licarice.

PRICE ONE CENT.

Satisfactory Verdict in the Somerset Club's Case.

REPLY TO "AN OWNER."

Great Success of Polo Jim's Cake Walk.

The Executive Committee of the Ru County Jockey Club Snished its investi in the case of the Somerset Club weight that will please every one when the true face race on account of the easy manner in which of the case are known. They ruled Mea he despatched Monacon and Buckstone the Hardman and Williams, together with Lyn the trainer of the horse Hunday off the aupposed

that Trainer Lynch was guilty of an attempt to perpetrate a fraud, in that he did actually assure certain parties that Hunday Hardman and Williams visited the city of The game progressed finely, until the en-ouncement that Louise had been something alip betwint the cup and the lip, how ansed all bets to be declared off. Of bets were off in the city rooms also, and the

best of the game. His trainer and the pthe intended throwing him down. He, of some not suspecting anything, bet \$200 on his ho and chuckled gleefully at the big odds. THE EVENING WORLD has received an mous letter signed "An Owner." In it is a complaint that the writer of this common running the reputation of Jockey McDermont by criticising his riding so severely. "An Owner" incidentally adds that McDermon in

cratching of Louise knocked the game in the

ad. Dowd, the owner of Sanday, got the

tracks. that the criticism was just. Macaniey was backed to win thousands of dollars on the day that McDermott rode him. This money was lost through McDermott's poor riding. It was poor riding and nothing elec. There are no

It is the aim of THE EVENING WORLD to give

one of the best boys riding at the Wisten

One of the jockeys in the race, whose week is as good as als bond, was naked if he knew what Peeny was doing with Lemon. "I know." he said, "that he passed me they have on the stroich and time let me peen king again; and I am reasonably certain he didn't try to beat me to the wire."

It is reported that the represen

St rter Caldwell, being in a forgiving mos-yesterday, reinstated all the boys are And McCarthy and Clayton. The latter was on recently set down.

The great cake-walk of the Polo Jim As clatton came off test night in Wender's and biy knows. The genial Jim was here, th and everywhere, in the management of great walk.

Two magnificent cakes were walked for, a being won by Dandy Jim and his lady and other by Old Fedan, a diministre specime tlack as printer's ink. The affair was a great success, from every point of view.

# One of the trains caught fire and there was erable less of life. They are as follows: